

APPENDIX H

ROADS

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Table H-1. Potential impacts of future forest management activities, based on adjacency to existing (2007) road locations, by Watershed.

			Data	ACCBUFF				
			Acres		Percent		Total Acres	Total Percent
GE20	Percent DNR-managed forest	WATERSHED	Land beyond 800 ft of an existing road	Land within 800 ft of an existing road	Land beyond 800 ft of an existing road	Land within 800 ft of an existing road		
YES	92.1%	REESE-CREEK	2,258	2,380	49%	51%	4,638	100%
	80.0%	NORTH-FORK-MINERAL	4,993	7,869	39%	61%	12,862	100%
	35.4%	140102-KENNEDY-CREEK	1,802	6,476	22%	78%	8,277	100%
	32.8%	ASHFORD	1,694	5,919	22%	78%	7,613	100%
	27.0%	150204-LYNCH-COVE	2,643	7,556	26%	74%	10,200	100%
	25.5%	BUSY-WILD	6,242	8,295	43%	57%	14,537	100%
	23.6%	80303-TIGER	5,968	3,618	62%	38%	9,586	100%
	22.0%	PLEASANT-VALLEY-DISP	284	1,076	21%	79%	1,360	100%
YES Total			25,884	43,190	37%	63%	69,074	100%
NO	19.4%	150201-GREAT-BEND	3,064	9,234	25%	75%	12,298	100%
	18.9%	MINERAL-CREEK	721	3,640	17%	83%	4,361	100%
	18.7%	BIG-CATT	2,097	5,005	30%	70%	7,102	100%
	17.1%	GRASS-MOUNTAIN	4,858	13,675	26%	74%	18,533	100%

			Data	ACCBUFF				
			Acres		Percent		Total Acres	Total Percent
GE20	Percent DNR-managed forest	WATERSHED	Land beyond 800 ft of an existing road	Land within 800 ft of an existing road	Land beyond 800 ft of an existing road	Land within 800 ft of an existing road		
	16.3%	NORTH-FORK-GREEN	2,509	4,947	34%	66%	7,456	100%
	14.4%	150202-W-KITSAP	1,428	4,598	24%	76%	6,026	100%
	13.0%	150108-CHICO-CREEK	157	2,224	7%	93%	2,381	100%
	12.8%	130202-MCLANE-CREEK	983	2,454	29%	71%	3,437	100%
	7.4%	140103-SQUAXIN-ISLAND	299		100%	0%	299	100%
	5.6%	PLEASANT-VALLEY-NRF	691	1,051	40%	60%	1,742	100%
	4.3%	150201-GREAT-BEND-LKTAHUYA	3,064	9,234	25%	75%	12,298	100%
	1.6%	110215-POWELL-CREEK	282		100%	0%	282	100%
	1.6%	GREEN	475	144	77%	23%	618	100%
	1.4%	140101-MASON	743	1,859	29%	71%	2,602	100%
	1.3%	130201-WOODLAND-CREEK	476	107	82%	18%	583	100%
	1.3%	140104-HARSTINE-ISLAND	203	60	77%	23%	263	100%
	1.3%	150106-KEY-PENINSULA	196	886	18%	82%	1,083	100%

			Data	ACCBUFF				
			Acres		Percent		Total Acres	Total Percent
GE20	Percent DNR-managed forest	WATERSHED	Land beyond 800 ft of an existing road	Land within 800 ft of an existing road	Land beyond 800 ft of an existing road	Land within 800 ft of an existing road		
	1.2%	150110-LIBERTY-MILLER-APPLETREE	162	707	19%	81%	869	100%
	1.0%	110316-YELM-CREEK	247	363	40%	60%	610	100%
	1.0%	230404-LOWER-SKOOKUMCHUCK	91	369	20%	80%	460	100%
	0.9%	90209-NEWAUKUM	59	154	28%	72%	213	100%
	0.6%	110301-MUCK-CREEK	253	206	55%	45%	459	100%
	0.5%	100519-ELECTRON	149	158	48%	52%	307	100%
	0.4%	110203-OHOP-CREEK	46	76	38%	62%	122	100%
	0.4%	150103-COLVOS-PASSAGE/CARR-INLET	119	261	31%	69%	380	100%
	0.4%	100416-SOUTH-PRAIRIE	4	150	2%	98%	154	100%
	0.4%	80304-LAKE-SAMMAMISH	90		100%	0%	90	100%
	0.3%	80402-SAMMAMISH-RIVER	238	2	99%	1%	240	100%
	0.3%	100205-GREENWATER	2	125	1%	99%	127	100%
	0.2%	130203-LOWER-DESCHUTES	11	124	8%	92%	135	100%
	0.2%	160106-LOWER-SKOKOMISH		40	0%	100%	40	100%

			Data	ACCBUFF				
			Acres		Percent		Total Acres	Total Percent
GE20	Percent DNR-managed forest	WATERSHED	Land beyond 800 ft of an existing road	Land within 800 ft of an existing road	Land beyond 800 ft of an existing road	Land within 800 ft of an existing road		
	0.2%	230601-WADDEL-CREEK	1	40	3%	97%	41	100%
	0.1%	150203-BANGOR-PORT-GAMBLE	47		100%	0%	47	100%
	0.1%	150109-DYES-INLET	1	22	5%	95%	24	100%
	0.1%	220106-MOX-CHEHALIS		12	0%	100%	12	100%
	0.1%	110317-MCALLISTER	14	11	56%	44%	26	100%
	0.1%	70408-RAGING-RIVER	8	6	56%	44%	14	100%
	0.1%	230522-PORTER-CREEK		15	0%	100%	15	100%
	0.0%	230602-BLACK-RIVER	5	26	16%	84%	31	100%
	0.0%	100418-CARBON	3	35	8%	92%	38	100%
	0.0%	130104-MIDDLE-DESCHUTES	12		100%	0%	12	100%
	0.0%	120101-CHAMBERS-CLOVER	4	12	24%	76%	16	100%
	0.0%	230403-SCATTER-CREEK	3	0	95%	5%	3	100%
	0.0%	150107-S-SINCLAIR-INLET	2		100%	0%	2	100%
	0.0%	90301-LOWER-GREEN-DUWAMISH	6		100%	0%	6	100%

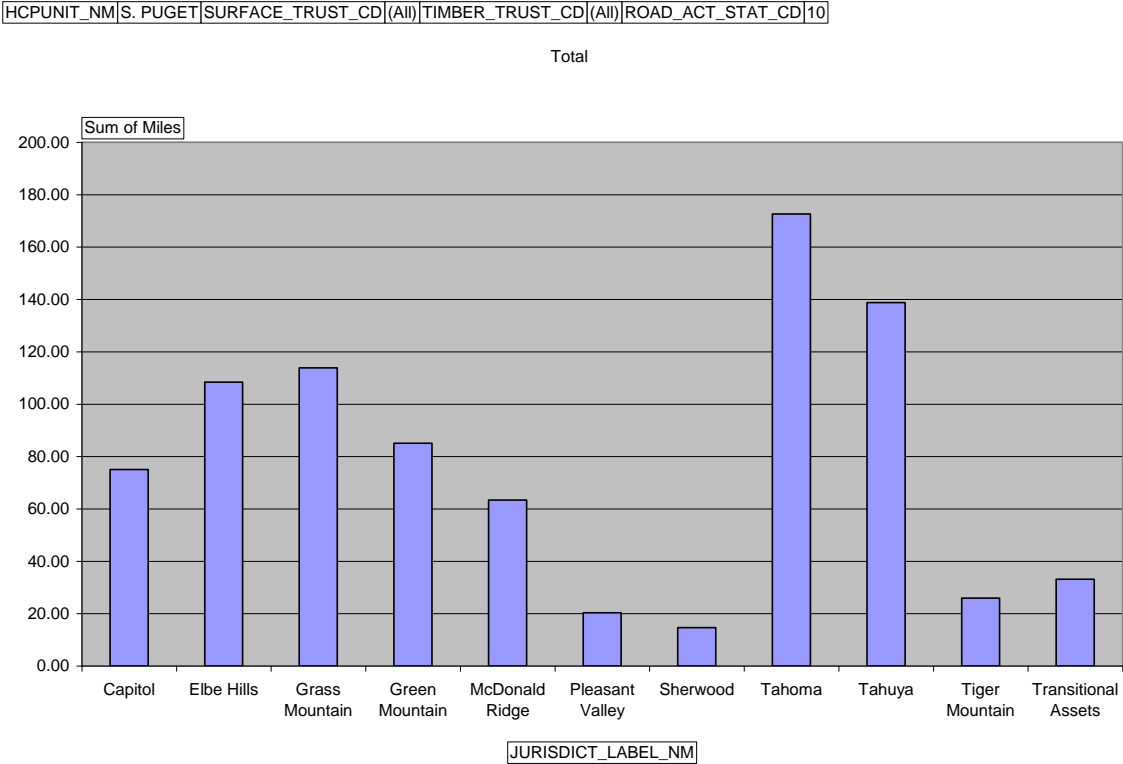
			Data	ACCBUFF				
			Acres		Percent		Total Acres	Total Percent
GE20	Percent DNR-managed forest	WATERSHED	Land beyond 800 ft of an existing road	Land within 800 ft of an existing road	Land beyond 800 ft of an existing road	Land within 800 ft of an existing road		
	0.0%	70429-PATTERSON-CREEK	1		100%	0%	1	100%
	0.0%	100204-MIDDLE-WHITE	0	1	16%	84%	1	100%
	0.0%	90103-HOWARD-HANSEN		2	0%	100%	2	100%
	0.0%	110202-TANWAX-CREEK	0		100%	0%	0	100%
	0.0%	110112-NF-MINERAL-CREEK	0		100%	0%	0	100%
	0.0%	260338-SILVER	0		100%	0%	0	100%
NO Total			23,823	62,037	28%	72%	85,860	100%
Grand Total			49,708	105,226	32%	68%	154,934	100%

Accomplishments Related to Road Management

For the planning unit these include:

- Baseline inventory of roads completed in December 1999. For a visualization of the active road system by block of DNR managed land refer to Chart H-1.
- Inventory of all stream crossings and assessment and prioritization of culvert fish blockages completed in April 2001.
- Ninety-six fish blockages are expected to be repaired or abandoned by 2016. Sixteen have been repaired or abandoned to date (DNR RMAP 2008).
- Fifty-four miles of road to be decommissioned or abandoned by 2016. Twenty-one miles have been decommissioned or abandoned to date (DNR 2007 Chart H-2).
- HCP guidelines for assessment slope stability *PR 14-004-050* completed in August 1999.
- As of August 2005, road assessments have been completed according to the Forest Practices Rules. For a summary of RMAP work refer to Chart H-3.

Chart H-1. Number of Active Road Miles (DNR May 2007)



data)

Chart H-2. Miles of Abandoned or Decommissioned Roads Expected by 2016 Within the Planning Unit.

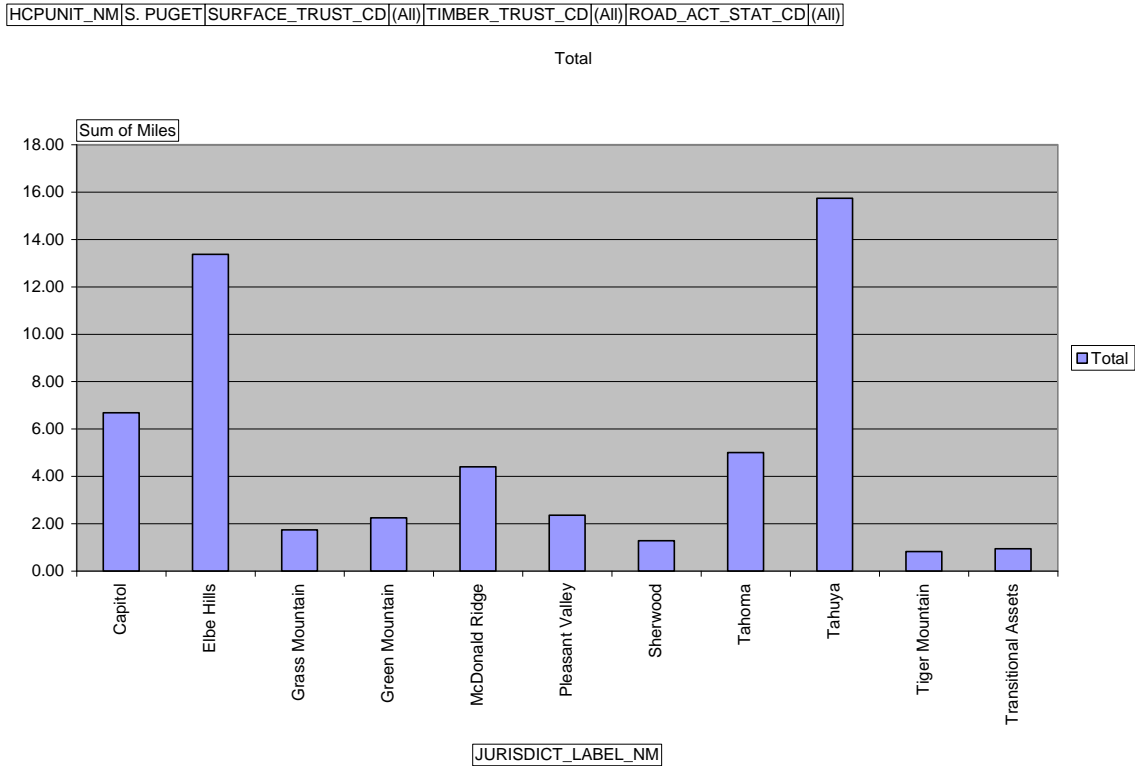
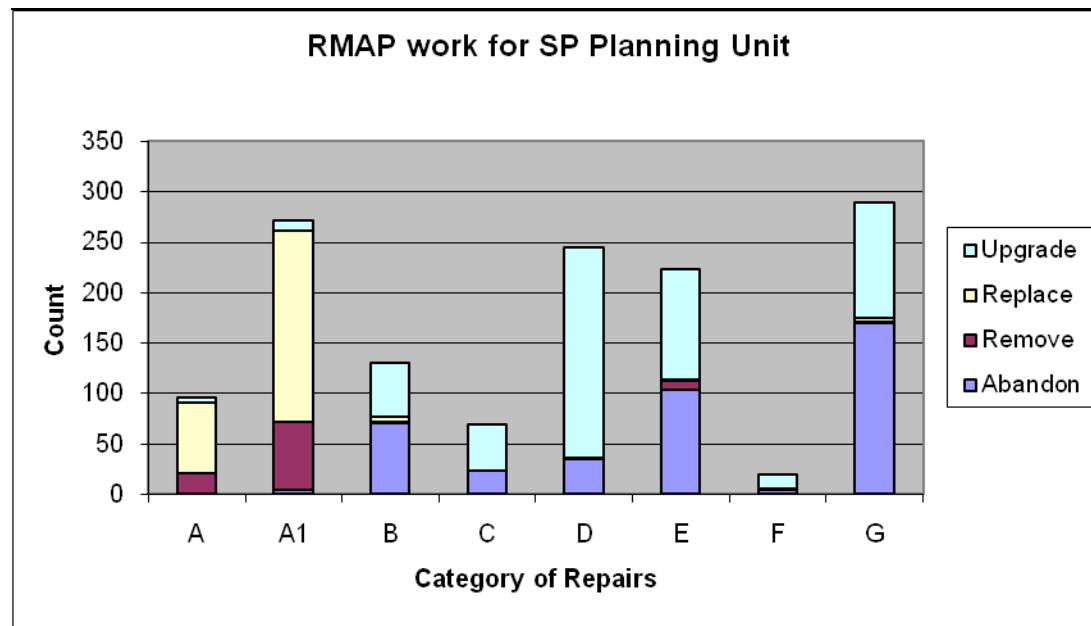


Chart H-3. Road Maintenance Work in the Planning Unit as of August 2005



Road Maintenance Priorities and Corresponding Forest Road Condition Record (Tabular Data):

Prioritize maintenance for normal and storm event maintenance activities. Emergency plans will be included for extraordinary maintenance needed after major storm events. In accordance with WAC 222-24-051 (7), all repair work or existing condition is listed by the following:

A. Improve or remove structures inhibiting fish passage beginning with blockages affecting the most habitat. Generally, this means starting at the bottom of the basin and working upstream. FPA/HPA required. Will submit plan and design during operational year.

A1. Improve or remove stream crossings where fish passage is not needed or fish passage exists. FPA required, HPA likely required. Will submit plan and design during operational year.

B. Repair or maintenance work to reduce sediment delivery from surface erosion and/or mass wasting. (Within bull trout range, areas where sediment delivery or mass wasting will most likely increase stream temperature by filling pools will be given highest priority.)

C. Correct drainage or unstable sidecast, especially in areas where mass wasting could deliver to public resources or threaten public safety.

D. Repair or maintenance work to disconnect road drainage from streams.

E. Repair or maintain stream-adjacent parallel roads (SAP) with a particular emphasis on eliminating water and sediment delivery from the road to the stream. All SAP roads are listed in tabular data. Existing condition of road and repairs, when needed, will be consistent with the priorities and conditions listed in this section.

F. Repair or maintenance work to improve hydrologic connectivity (i.e. to minimize interruption of surface water drainage, the interception of subsurface water and pirating of water from one basin to another).

G. Other repair or maintenance work which can be undertaken with the maximum operational efficiency. Scheduling maintenance to fit the overall highest priority areas/basins first does not necessarily correspond to priorities above, but still provided the best results in total.

Number of Truck Trips by Alternative

Table H-2. Alternative A, Estimated number of truck trips per decade for watersheds with greater than 20 percent DNR ownership.

TRUCK TRIPS ALTERNATIVE A	1	2	3	4	5	6	7	8	9
KENNEDY-CREEK	14,179	9,061	6,695	5,555	2,989	2,619	4,159	9,264	12,406
LYNCH-COVE	4,774	4,556	5,096	7,154	5,134	7,944	10,481	11,320	9,237
TIGER	8,601	7,245	6,037	5,074	439	4,970	4,168	2,804	5,301
ASHFORD	940	1,454	1,589	3,963	2,644	4,327	6,989	4,599	8,547
BUSY-WILD	4,097	4,106	4,779	4,006	5,057	5,734	6,848	10,598	10,243
NORTH-FORK-MINERAL	1,648	4,949	3,956	2,072	4,085	6,427	8,302	3,796	4,555
PLEASANT-VALLEY-DISP	84	138	569	416	783	974	307	1,812	1,046
REESE-CREEK	1,047	1,059	516	1,980	2,348	1,695	1,668	1,476	3,418

Table H-3. Alternative B, Estimated Number of Truck Trips per Decade for Watersheds With Greater Than 20 Percent DNR Ownership.

TRUCK TRIPS ALTERNATIVE B	1	2	3	4	5	6	7	8	9
140102-KENNEDY-CREEK	16,796	11,371	4,689	2,238	3,811	3,739	6,803	5,355	10,074
150204-LYNCH-COVE	9,852	6,636	6,540	5,291	2,223	2,984	2,496	6,656	12,059
80303-TIGER	6,694	3,595	2,950	2,465	2,762	3,640	2,333	2,337	4,123
ASHFORD	1,243	1,569	3,314	5,461	2,488	1,437	5,466	2,781	2,676
BUSY-WILD	3,680	3,697	5,367	3,268	4,859	8,645	3,124	3,265	4,805
NORTH-FORK-MINERAL	678	1,328	4,529	3,990	411	1,401	1,472	2,260	3,873
PLEASANT-VALLEY-DISP	178	422	678	813	500	407	1,632	16	76
REESE-CREEK	338	1,556	1,317	1,931	2,045	1,474	1,325	1,519	1,564

Table H-4. Alternative C, Estimated Number of Truck Trips per Decade for Watersheds With Greater Than 20 Percent DNR Ownership.

TRUCK TRIPS ALTERNATIVE C	1	2	3	4	5	6	7	8	9
140102-KENNEDY-CREEK	5,607	18,600	9,718	4,772	5,751	3,543	5,977	5,772	8,421
150204-LYNCH-COVE	6,356	6,689	8,758	8,248	4,811	4,862	4,371	5,141	5,832
80303-TIGER	6,831	4,565	3,575	1,860	2,904	4,040	1,632	2,995	3,854
ASHFORD	2,128	1,671	1,927	6,141	6,344	2,487	2,576	5,044	1,655
BUSY-WILD	5,662	3,205	5,195	4,321	5,082	10,657	3,814	3,276	5,488
NORTH-FORK-MINERAL	5,475	3,547	7,089	5,512	2,338	2,082	4,068	1,327	3,605
PLEASANT-VALLEY-DISP	423	343	1,834	1,398	628	269	1,169	208	711
REESE-CREEK	3,151	1,317	407	1,755	3,328	1,048	963	784	305